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CENTRAL FAX CENTER

JUL 17 2006

**AMENDMENT TO THE SPECIFICATION**

Please substitute original paragraph 0017 for the following amended paragraph 0017.

[0017] The sides 18, 20 of the rib 10, when viewed from above, has an extended, serrated configuration at the surface of the rib 10 that contacts the ground when the tread is new and not-worn. Each serration 22 is formed from a laterally oriented edge 24 and an inclined circumferentially extending edge 26 extending substantially straight between the laterally oriented edges, as seen in FIGS. 1, 1B, and 7; the junction of the two edges forming a serration point. The serrations 22 on each side 18, 20 of the rib 10 are laterally offset from each other. The laterally oriented edge 24 has a high inclination angle relative to the equatorial plane EP, while the circumferentially extending edge 26 has a low inclination angle relative to the equatorial plane EP.

Please substitute original paragraph 0019 for the following amended paragraph 0019.

[0019] Due to the chamfer 28, at the tread depth the rib 10 has an almost straight configuration. The chamfers 28 have a greatest width where the chamfer 28 initiates at the laterally oriented edge 24 of the serration 22. The width of the chamfer 28 narrows as the axially outermost edge 30 of the chamfer 28 is substantially parallel to the equatorial plane EP of the tire while the sides 18, 20 of the rib 10 are inclined in the circumferential direction. The provision of the chamfers 28 behind the heavily siped rib 10 provides support for the rib 10 as the sipes 12 flex open, strengthening the rib 10 and maintaining good ground contact pressure for the rib 10. As shown in figures 1, 1B, 6 and 7, the axially outer edge of each rib chamfer, relative to the centerline of the rib, is convexly curved.